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May We Never Forget



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INSIDE

*From the Aeronautics
Administrator..... 2*
Radio Chatter 3

Airport Maintenance 4
*Idaho Aviation: A Tapestry
in Time..... 5*

ACE Academy 6
*Aviation Enthusiasts Return
to McCall 7*

From the Administrator:



With the horrifying events that just took place in New York City, Washington, DC, and Pennsylvania, one can't write an aviation

article without addressing the current and future impacts these events have had on the aviation industry. Even though we here in Idaho are many miles from the epicenter of this tragedy, severe impacts have been felt within our aviation community. The most publicly talked about is of course the impact on airline travel. However, those of you that don't

make your living with the airlines know there have been significant financial, workload, and convenience impacts on people operating aircraft under FAR Parts 91, 135, 137, as well as those of you that manage our airports. Practically overnight airport operations have changed, security measures have changed, airspace rules have changed. We don't know what the future holds but all indications are that the impacts will most likely be long term.

A fairly large part of Idaho's economy is dependent on both inter and intra-state air commerce. The airline and air cargo activity at our seven primary airports is very visible to the public, but those account for only a portion of the aviation activity. Many of Idaho's local operators provide aviation resources for the agriculture, recreation and tourism industries, business flying, small community support, and backcountry access. Without aviation some industries and businesses would see reduced productivity and fewer customers. Many people that live in and travel to our sparsely populated areas would be very inconvenienced. There have been some changes in how air commerce is now conducted, but the important thing is that, after a short hiatus, it is working again.

Of course the resulting financial implications vary significantly. Some aircraft, recreation and tourism operators were at the height of their revenue-producing period. For them it may make the difference between making a profit or not this year. We can only hope they are able to recover. We at the Idaho Division of Aeronautics are expecting a reduction in our revenues. We don't know how severe the reduction will be but at this point I don't see a significant decrease in any of the services we provide.

All current programs that affect the flying public will remain intact,

at least for the immediate future.

Each of the following program areas are intended to either improve safety facilities, or serve the aviation community in some way. These are:

- Airport Improvement and Grant Administration
- Airspace Obstructions & Hazards
- Airstrip Management and Upkeep
- Aviation Safety and Education
- Courtesy Cars
- Search and Rescue
- Aircraft and Airmen Registration

As many of you already know we count on the generosity of volunteers to assist us in many of the things we do, especially conferences, airstrip upkeep, and search and rescue. A great relationship has been formed between the Division of Aeronautics and the aviation associations in Idaho. The members and the families and friends of these various associations volunteer not only their time, but in some cases materials and equipment to help make improvements and get things done. If any of you become involved with these associations you will find people with loads of enthusiasm, and a love for aviation and the Idaho aviation system. We at the Division of Aeronautics greatly appreciate these greathearted people and will strive to continue to do everything we can to support them, the Idaho pilots, airports, airstrips, and air system.

Our country is experiencing a difficult time right now. I, for one, am convinced that the citizens of this country will come out more united than ever, and the aviation industry will recover and resume its vital role of efficiently and effectively moving people and goods.

Bob Martin
IDA Aeronautics Administrator

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Radio Chatter

By: Frank Lester, Safety/Education Coordinator

A Reflection



As I sit here trying to piece together my thoughts for this issue, I find it difficult to write a cohesive paragraph on safety, local news, or an

upcoming event without drifting back to the events that have overwhelmed us since September 11th. The gravity of this tragedy, the enormous outpouring of emotion and support from within our country and beyond its borders, and the personal proximity of the tragedy itself, has numbed us with shocking disbelief. The vision of my daughter stepping on to the subway platform below the World Trade Center at 8:15AM that Tuesday morning; attending a meeting in a bank immediately across the street; the empty hours before her telephone call letting us know she was unhurt; her description of the events that unfolded before her; all these visions surging to the surface causing an uncontrollable pause, a vacant gaze, the inability to move my lifeless fingers across the keyboard, unable to mold my thoughts into symbols on the screen before me. In the days that have followed I have taken strength from a wellspring of personal and patriotic emotions that have languished far too long,

suppressed deep within me for reasons I no longer remember.

If you took notice of the front page of this issue of the *Rudder Flutter*, and I hope you did, take heart from these pictures, not as a loss or a defeat or as a sign of hopelessness but as a rallying point for the future. As the legendary Phoenix rose from the ashes of destruction, young and renewed, we must focus our feelings, our collective thoughts and emotions, on the premise that we are better now, more resilient, than we were on September 10th. Idaho is physically many miles from these tragedies and out of harm's way but we were there . . .

WE —WERE —THERE!

For the next year, I am dedicating all the activities within my purview to the memory of those innocent and heroic individuals who were lost in these tragedies. First, to remind us of the costs that we as a nation have paid in the past and the present, and will be required to pay in the future if we wish to remain free and strong as a nation. Second, in honor of those lost that they never be forgotten and that their deaths will never be in vain. Third, as a personal thanks to God, Jehovah, Buddha, Allah, or whatever Entity you look to in time of need, for the safe return of loved ones, friends, neighbors, or associates, all Americans regardless of our selfish

perceptions of difference, whose personal proximity to this tragedy, regardless of distance, gave us pause to remember the tenuous thread that we call life and how quickly these relationships can be snuffed out like a soft breath over a candle's flame.

I am proud to be American; I will not be defeated; I thank God every time I hear my daughter's voice.

...and, as it must, Life Goes On...

Big changes at Caldwell Industrial Airport –

Caldwell - September 2001:

Caldwell Executive Hangar, located next to the restaurant on Caldwell Airfield, has been purchased by David Currie and Silverhawk Aviation. Formerly known as "AVJET," the Fixed Base Operation (FBO) will extend their hours of operation and services offered to the public. Aviation fuels – including jet A – will be available around the clock and Currie anticipates offering full-service to customers in the not-too-distant future. Hangar rentals, service contracts for routine maintenance, aircraft washing, and detailing are among the new offerings.

A full-time mechanic is on duty and Silverhawk Aviation can provide field mechanics for work off-site. Mechanics are highly qualified in both fixed and rotor wing and Silverhawk Aviation is a Robinson Helicopter Dealer and Factory Authorized Service Center.

Silverhawk has moved and expanded the flight school from temporary quarters in a portable building to the Caldwell Executive



See Radio Chatter

Continued on Page 10



Airport Maintenance

By: Mark Young, Airport Maintenance Manager

Season Ending

As this issue goes to press, we are in the initial stages of closing state airports after yet another successful season. It is again time to



thank our caretakers for the jobs they've done at their respective locations; each has put in many more hours

than are required in an effort to see that visitors are comfortable and their needs have been met. We consider ourselves fortunate in being able to draw on such wonderful, dedicated people to act as hosts at our facilities.

We know that some pilots will be visiting airports such as Johnson Creek, Smiley Creek and Cavanaugh Bay from mid-September until the snow flies and may wonder where the caretakers are. We apologize for any inconvenience in not having courtesy cars available, however there simply isn't enough activity following Labor Day to justify the expense. As in past years, there will be restroom facilities available at both Johnson Creek and Smiley Creek. We were fortunate enough to make it through the year with limited irrigation water until the very end. As winter draws near we will be asking the weather gods to bless us with an above average snowfall.

We would also like to pay a special tribute to those individuals who so unselfishly volunteered to care for select airports throughout the season. On their own time, these people have cared very well for Magee, Henry's Lake, Smith Prairie, Big Creek, Murphy Hot Springs, Pine, and Magic Reservoir. We anticipate formally recognizing these people at this winter's annual aviation conference.

Runway Conditions

During the summer, I attempt to inspect every one of the state's 30 airports. That is a goal I have yet to attain; however, I will continue to strive for it. This past summer I have been both pleasantly and unpleasantly surprised at the condition of some of our strips. Those receiving favorable marks are Henry's Lake, Bear Trap, Hollow Top, Big Creek, Warm Springs and Magee. On the disappointing side are Twin Bridges, Copper Basin, Magic Reservoir, and Grasmere. These runways are very rough and you may not want to consider these as destination airports.

Both Twin Bridges and Copper Basin continue to deteriorate due to clump grass and ongoing livestock damage, as well as badger activity at Copper Basin. We will attempt to get both of these locations bladed early next year. Magic Reservoir has a problem with small rocks and gravel, something we hope to change in the next year or so depending upon available funding. Grasmere is rough due to clump grass; no plans

are in the works for improving it. Big Southern Butte was bladed in August and will undoubtedly be very muddy when the ground is wet as will Laidlaw Corral. Please use caution before landing on these or any of the desert strips following heavy rains or during the spring.

We would appreciate pilots visiting any state airport letting us know if you come across an unsafe condition. If encountered, it is only because we don't have the staff to visit each airport several times a year. Due to there being only three personnel in the maintenance section, most airports are visited briefly 1 or 2 times a year at best.

Airport Use Data

The division has purchased two airplane counters for the purpose of collecting data. To date we've not been successful at getting visitors to sign the registration books where provided, therefore counters are the next best thing. It is hoped that this equipment will provide us with reliable information enabling us to put our limited resources where they will best be used.

Campfire Restrictions

As I understand, effective September 4, 2001, there are NO campfires allowed in the Boise National Forest. This restriction may extend to the Payette National Forest as well. Please confirm this with National Forest personnel before planning your trip.



Idaho Aviation: A Tapestry in Time

A brief look into Idaho's colorful aviation past and one of her many unsung aviation pioneers.

Believe me, you can't cover a lot in one page. However, my wish is to give you a glimpse into the past and tell a little about the pioneers who helped shape the beginnings of Idaho aviation but whose stories all too often go untold, creeping into obscurity with their passing.

Donald G. "Gridley" Rowles is one such pioneer. From his first flight in a Curtis Jenny in 1928, to his first solo at Caldwell in a Taylor Craft in '39, and his private license in 1940, Gridley is one of those personages whose life is intertwined with those early days of Idaho aviation. A 1942 graduate of the University of Idaho in Chemical Engineering, Grid taught primary flight training at Moscow in his early Navy days. When he moved to Stearmans at Ottumwa, Iowa, one of his students was the future astronaut, Scott Carpenter. His favorite story involved a training flight, in which he gave his student, Bob Dick from Glens Ferry, a simulated engine out over



Grid Rowles as a young instructor.

an island in the Des Moines River. Unfortunately, when he instructed the student to terminate the simulated emergency, their usually reliable Stearman had other ideas and refused to continue operating. So onto the island and into the 12-foot high corn they thrust their



Grid Rowles at home in Challis.

trusty craft. Safely on the ground with nothing more than a scratch or two to their aviator's pride, it soon became apparent that their remaining problem was not one of safety but one of how to get off the island. It had no bridges. The aircraft could be barged off, however, seeing that the CO had given specific orders to remain clear of this island, reducing the cost to the Navy, as well as, the number of teeth marks in their collective backsides became a major consideration. A review of the original "emergency" revealed that the cause was brought on by not clearing the engine in the course of the training episode. With their spirits lifted by this grain of good news and after a short discussion on the merits of barging versus flying the aircraft out, it was a "no brainer", the flight won hands down. After taxiing up and down the island four times to "build" their runway, the



The original Iowa Cornhusker.

See Idaho Aviation
Continued on Page 8



Aeronautics Helps Youth Plot Course to Aviation Careers

By: Joe Relk
ITD Public Information Specialist

Twenty-three youth from across Idaho participated in the Aviation Career Education (ACE) Academy in Boise between July 16-18. ITD's Division of Aeronautics organizes the event each summer to encourage teens to pursue aviation careers. About 50 percent of academy students came from outside the Treasure Valley, including Salmon, Menan and Craigmont.

The activity-packed, three-day adventure explored the field of aviation with tours, lectures and flying activities. Academy participants went beyond the terminals to tour facilities at the Boise Air Terminal and the Idaho Air National Guard. The 9th Annual ACE Academy was capped off with flights to airports in Nampa, Idaho City and Garden Valley.

"I expected to learn just a little, but I've learned an amazing amount



(Photo courtesy of FedEx.)

ACE students and chaperones after their tour of the FedEx facilities.

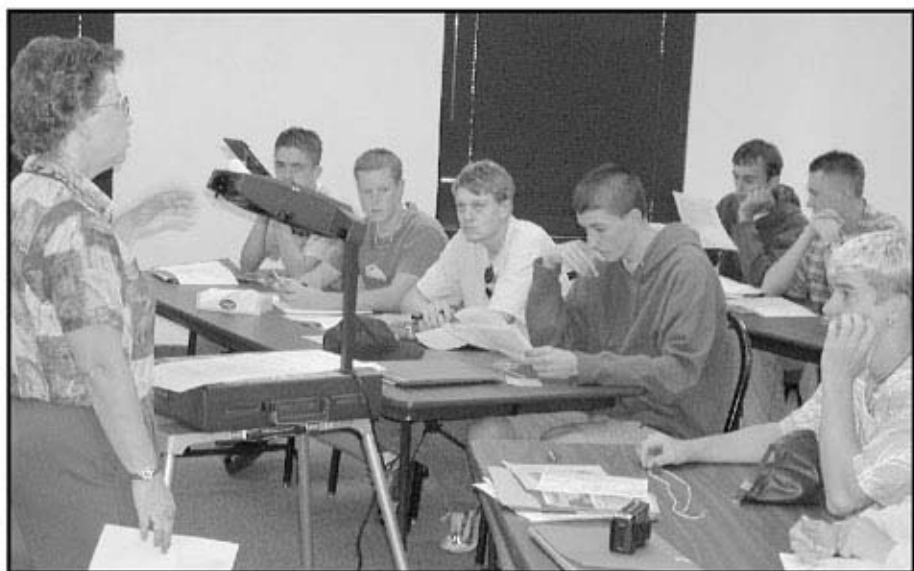
of information," said 17-year-old ACE student Josh Bovey.

Bovey picked up an application for the academy at the local airport after a teacher sparked an interest in becoming a commercial pilot. Like

most of the students at the three-day event, the Grangeville teen was intrigued with aviation, but lacked knowledge about the variety of aviation-related careers or how to turn that interest into a career.

According to academy organizer Frank Lester, that's exactly what ACE is for. He said fostering an interest in aviation careers in youth is one way to bolster flying as a safe, efficient mode of transportation for the future.

"Aviation is going to continue growing as a transportation option, fueling increased demand for aviation careers," said Lester. "We need to take measures now to ensure we have skilled professionals operating our future airports."



(Photo by Joe Relk.)

Gail Delfosse, of Boise Flight Service, prepares students for their navigation flight with a weather briefing.

See Youth
Continued on Page 9



Aviation Enthusiasts Return to McCall

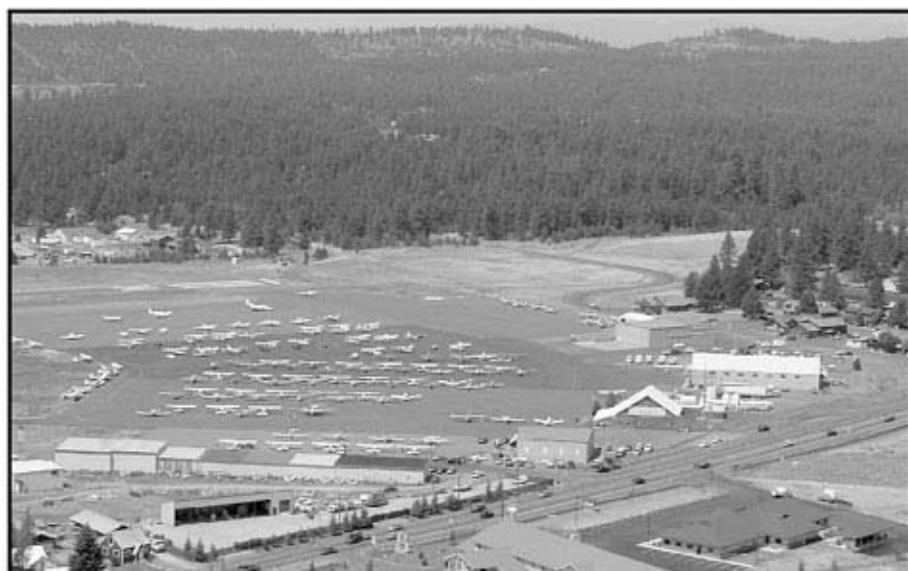
By: Frank Lester
Safety/Education Coordinator

The 15th Annual Northwest Family Fly-In and Aviation Safety Conference completed yet another successful gathering in the beautiful surroundings of McCall, Idaho. Many long hours of planning by members of Federal, State, and local Aviation Associations and Businesses, the McCall Chamber of Commerce, and the McCall Airport, came to fruition August 10-12.



McCall Sunrise

Scores of aircraft of various shapes and sizes descended on the McCall Airport while the FAA's Temporary Tower recorded more than 2000 movements over the course of the three days. The centerpieces of the FAA's Safety program, Wings and PACE (Pilot Aircraft Courtesy Evaluation) programs, realized incredible success with nearly 70 participants completing a segment of Wings and 39 benefiting from the courtesy PACE inspection. Of those 39, 17 completed a courtesy PACE flight. Twenty-six well-attended seminars hosted topics from Mountain Flying and Density Altitude to Spatial Disorientation, Pilot/Owner Maintenance, and Back to Basics, providing a varied and interesting cross section of important lessons and information to the many enthusiasts who stopped in to visit.



Fly-In aircraft crowd the ramp at McCall Airport.



Kit Fox Lite

Author Galen Hanselman entertained us at the Friday night bar-b-q with his historical perspective of Idaho's backcountry airports. Aviation humorist Mark Grady closed out the successful event before a packed house at the banquet on Saturday night. Many thanks go out to everyone who attended the fly-in, helped with the planning and setup, the vendors, and especially the citizens and businesses of McCall who opened their community to the

See Family Fly-In
Continued on Page 12



Calendar of Events

OCTOBER 2001

16

Family Fly-In Planning Meeting

McCall, ID; Frank Lester, 208-334-8775/800-426-4587

23

Safety Meeting, Twin Falls

7 PM CSI Shields Building, Room 118, John Goostrey, 800-453-0001, ext. 225

26-27

Flight Instructor Refresher/Pilot Safety Clinic

Red Lion Hotel, Lewiston, ID; Frank Lester, 208-334-8775/800-426-4587

NOVEMBER 2001

5

Safety Meeting, Salmon

7 PM Salmon Public Library, John Goostrey, 800-453-0001, ext. 225

FEBRUARY 2002

1-2

Flight Instructor Refresher/Pilot Safety Clinic

Airport Holiday Inn, Boise, ID; Frank Lester, 208-334-8775/800-426-4587

FEBRUARY/MARCH 2002

Feb. 28 - Mar. 2

2002 Idaho Aviation Festival (formerly Aviation Conference)

Double Tree Hotel, Boise Riverside, Boise, ID

Frank Lester, 208-334-8775/800-426-4587

APRIL 2002

19-20

Flight Instructor Refresher/Pilot Safety Clinic

Airport Holiday Inn, Boise, ID; Frank Lester, 208-334-8775/800-426-4587

Idaho Aviation

Continued from Page 5

inaugural flight of the original "Iowa Cornhusker" was successfully completed.

An unassuming man, with an engaging smile and always a friendly "hello," Grid traces his flying career in Idaho's backcountry with the legendary Johnson's Flying Service and in the company of Bob Fogg, Penn Stohr, Bill Doris, and Al Tice. Following World War Two, Grid was the first pilot to calibrate wartime TBMs (Grumman Avenger Torpedo Bombers) for conversion to dropping borate solutions on forest fires. At 16,000 pounds, including 600 gallons of slurry, Grid flew the TBM for seven years until the Forest

Service elected to phase it out for multiengine aircraft. With his usual modesty, Gridley brushes off any reference to the difficulties involved in flying the TBM under these conditions with a wave of his hand, a smile, and, "She was a beauty." Those who know him, though, will say it took enormous skill and precise airspeed control to make the TBM perform.

After 62 years of flying and 14,000 hours, Donald G. "Gridley" Rowles, still loves to talk about airplanes and the beauty of flying in our unique backcountry. If you ask him he will quietly tell you about his many experiences and the icons

of aviation he has flown with, but only if you ask him. I did and I still haven't heard enough. I hope that I will be able to get most of it before it passes into the endless halls of history, never to be experienced again.

If you know of anyone who you think contributed to Idaho's aviation past, contact me through the Idaho Division of Aeronautics for more information. It is my desire to have this as a regular article in the Rudder Flutter.

— Editor



Youth

Continued from Page 6

14-year-old Wesley Gadwa had something of a head start on other students because his parents own Interstate Aviation in Moscow and exposed him to aviation at an early age. The question for Gadwa has never been whether to pursue a career in aviation, but, rather, what aeronautics option to pursue.

"I want to be an A-10 pilot in the Air Force," said Gadwa. "ACE helped me learn more about that, but also helped me explore different options I didn't think about before."

Students submitted an application, a one-page essay and two letters of recommendation to be considered for selection. A Chapter of the Idaho 99s made final selections. The group is one of three state chapters of an international organization of women pilots originally formed in 1929. Amelia Earhart was one of the original 99 members.

Much of the success of the ACE Academy is due to the tremendous support we receive from the aviation community. Of special note are the "scholarships" we receive from various organizations and individuals that have allowed many students who otherwise could not afford to attend. The Hubler family through the Warhawk Museum in Nampa, provided the first perpetual scholarship to the ACE Academy in 1997, honoring John Hubler who was killed in an aircraft accident in Caldwell. Since then, the Idaho Aviation Association Scholarship, the Lynn Clark Memorial Scholarship, and the Jim Jorganson/Scott Adams Memorial Scholarships were established further assisting students wishing to realize their dreams of flight. As a result of this incredible outpouring of community support, no student has ever been turned away. We salute each of these organizations for their unselfish assistance and will always remain in their debt



(Photo by Joe Relk.)

Boise Pilot Jim Hudson explains the preflight inspection to ACE students, Wesley Gadwa of Moscow and Jay Combs of Salmon (right).

for stepping up to help these future aviators.

If you wish to follow your dreams of flight and wish to attend

ACE Academy but need financial assistance, contact us here at the Division of Aeronautics for more information.

— Editor

Be sure to attend the



**Idaho Aviation
Festival**

February 28 - March 2, 2002

Doubletree Riverside Hotel, Boise, Idaho



Radio Chatter

Continued from Page 3

Hangar. The school has the only FAA-approved curriculum (Part 141) helicopter-training program in Idaho. This means financial aid, Veterans' Benefits, and other re-training funds may be available to assist an aspiring pilot. With a growing need for qualified pilots in the commercial sector, this is an important advantage for students. Silverhawk is proud to announce the opportunity to earn either a Bachelor of Science or an Associate of Science Degree through a partnership program with Everglades College.

Silverhawk has been located next door to the Executive Hangar for over two years and existing helicopter operations will continue. Sightseeing tours, photo flights, cherry drying, corn pollination, and fire suppression are but a few of the services offered by the company.

One popular item is the "Discovery Flight." Designed primarily for potential students, many individuals find it more interesting and exciting than simply taking a ride. The flight includes 1/2 hour of ground school and 1/2 hour of hands-on instruction in the air. One great-grandmother took the Discovery Flight on her 90th birthday! For those who just want to sit back and enjoy the spectacular views, Silverhawk can design custom tours to individual tastes. Call Catherine Currie, General Manager, at 453-8577 to schedule all aviation services.

Silverwood Airport (1S1 - Athol, ID)

It was brought to my attention that there is some confusion about non-flying activities at some airports, Silverwood in this case. Recently, Silverwood scheduled drag races on their runway. The confusion resulted from Silverwood's apparent designation as a "State" airport, although privately owned, and as such, why we allowed the airport

Why is a good preflight necessary...?



This was found in the tail of the state's King Air. Need I say more?

to be temporarily closed for non-flying activities. As I researched this problem, I surmised that the confusion arose from the "S" in the identifier and the fact that the airport is listed in the Idaho Airport Facilities Directory. The FAA assigns identifiers for airports regardless of ownership. Our facilities directory "... is intended to provide useful VFR flight information for Idaho Airports and aviation facilities." The Directory includes State Owned Airports as well as those privately owned, owned by the BLM, and the USFS. Those owned by the State will be so stated in the remarks section for that particular airport. Take a look in your copy of the Directory at Magic Reservoir Airport. Any airport can be closed for a specific reason. Those privately owned can be closed whenever the owner decides to and for any reason. If an airport is closed we hope that the owner will issue a NOTAM but that is not always the case. Prudence is the watchword at privately owned airports open to the public. Take a good look before landing and always check with Flight Service for any NOTAMs that may affect your flight.

Missing Rudder Flutters

"My last *Rudder Flutter* came to the right address, had my first name but someone else's last name!" Or maybe you didn't get your Summer issue at all. Well there was a glitch in the address disk that was used to address that issue of the *Rudder Flutter* and, to make a long story short, all 3000 last names were misaligned. We thought of telling you that it was a test to see if anyone even read it. However, we were surprised at the number of telephone calls and emails we received expressing concern about the mistake. Most of the issues appear to have been received, but several hundred were returned undelivered. Those of you who did not receive your *Rudder Flutter* can call us and we will mail you a copy of the missing Summer issue while supplies last. First come, first served. Our main database was not affected by the error. We now scrutinize each mailing list for correctness before it is released for addressing. We apologize for any inconvenience this may have caused and assure you that every effort is being made to insure that it doesn't happen again.





Registration Form

February 28-March 2, 2002

Double Tree Riverside Hotel

2900 Chinden, Boise, ID 83714

Ph: (208)343-1871

For more information, call: 208/334-8776 OR 1/800/426-4587

OR contact Pam Franco at: pfranco@itd.state.id.us

OR Frank Lester at: [fl Ester@itd.state.id.us](mailto:fl Lester@itd.state.id.us)

Name For Badge: _____

NAME BADGES MUST BE WORN AT ALL TIMES

Company: _____ Address: _____

City: _____ State: _____ Zip: _____

Phone: () _____ FAX: () _____ E-MAIL: _____

Registration Fee Includes:

Attendance at all Sessions, Kickoff Luncheon, Friday Box Lunch, and Saturday Banquet.

Postmarked on or before	January 01	\$55 Per Person	\$ _____
Postmarked on or before	February 15	\$65 Per Person	\$ _____
Postmarked after	February 15	\$75 Per Person	\$ _____
Daily Passes: Sessions Only (Available at the Registration Booth)		\$25/day/person	\$ _____

CANCELLATION FEE OF \$25 AFTER FEBRUARY 1. NO REFUNDS AFTER FEBRUARY 15.

Aviation Festival T-Shirt Size _____ \$10 per shirt \$ _____
(PLEASE PRE-ORDER FOR GUARANTEED NUMBERS)

Guest Meals: Kickoff Luncheon, Thurs., Feb. 28 \$10 per person \$ _____
Beef _____ Chicken _____
Banquet, Sat., March 2 \$15 per person \$ _____
Beef _____ Chicken _____

Please give number of each type of meal needed. (A non-meat dish is available with advance notice.)

TOTAL AMOUNT DUE: (REGISTRATION AND EXTRA MEALS) \$ _____

PLEASE MAKE CHECKS PAYABLE and MAIL TO:

IDAHO AVIATION FESTIVAL, 3483 Rickenbacker, Boise, ID 83705

- MAKE HOTEL RESERVATIONS DIRECTLY WITH HOTEL -

(Please mention that you are with the "Idaho Aviation Festival" for your discounted rate.)



Idaho Division of Aeronautics
3483 Rickenbacker / PO Box 7129
Boise, ID 83707-1129



PRSR STD
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BOISE, IDAHO
PERMIT NO. 143

ADDRESS SERVICE REQUESTED

Family Fly-In

Continued from Page 7

many visitors that came from as far away as Texas and California to participate.

Planning has already begun for next year's event, which will be held again in McCall. The challenge will be to present a new yet unchanged event that will provide information and opportunity for the many aviation and non-aviation interests within McCall as well as beyond their city limits. If you have ideas that will help us build this event into a well attended, multi-state aviation and local community-wide program, please bring both yourself and your ideas to the next planning meeting. You can contact me here at the Division of Aeronautics or the McCall Airport Manager for more information. See you next year.



Turbine Powered Aero Comp



Birddog

